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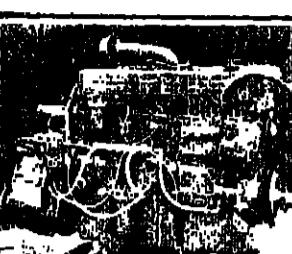
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Official and Classified ADVERTISEMENTS

Continued from Page 19

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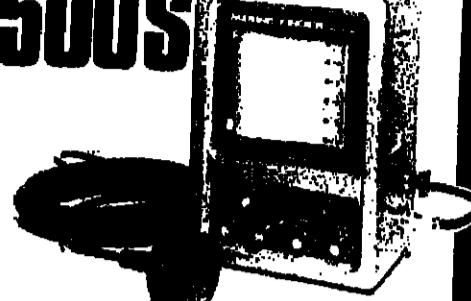
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Royal bid for cod at Hull

PRINCE CHARLES was among the buyers of a £29,426 distant water catch marketed at Hull on Tuesday.

Hamling's *St. Gerontius*, back from a 23-day White Sea/Bear Island trip under the command of Skipper J. C. Gibson, was the only British wet fish trawler for the early morning auction and the Prince bought the first of 1,066 kits on offer for £44.

The Royal purchase—a kit of cod—was later filleted and sent to the Newland Homes of the Sailors' Children's Society, and the money went to the RNLI.

The Prince had arrived at Hull by train just after 7 a.m. and his four-hour stay in the port enabled him to mix with people in all walks of life and gain an insight into economic problems affecting their livelihoods.

The crimson Wessex helicopter of the Queen's Flight, which ferried the Prince across the Humber, arrived at the Grimsby College of Technology bang on time, shortly before mid-day.

After the now customary chat with some of the crowd, the Prince, looking bronzed and relaxed, entered the college for a buffet luncheon, before being driven to central Grimsby to the fish docks.

He was greeted and escorted on the docks by Fred Parkes, chairman of the Grimsby's Fishing Vessel Turn to page 17



... 'look-in' for all at Grimsby

GRIMSBY fish docks is holding its annual open day on Saturday, August 5, when there is a warm welcome to everyone interested in seeing how a major fishing port operates.

Traditionally very much a family outing, it could be just about the final opportunity to go aboard and view at close quarters one of the port's giant deep water trawlers as they are rapidly becoming obsolete through lack of fishing grounds.

Entrance to the fish docks is by programme only and, at

25p on the day (children 10p) for the afternoon, it looks like an event which should once again attract visitors from far and wide.

Parking

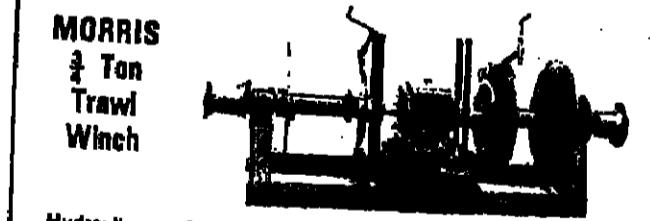
For those travelling by car parking facilities are free from 12 noon onwards, whilst two bus services will operate hourly to Grimsby and Cleethorpes from the docks.

Grimsby's open day is being supported by nearly all the major interests on the fish docks and will be officially opened at 2.00 pm by Admiral Sir Charles Madden, Bt., GCB, DSC, who is chairman of the Royal National Fishermen, which benefits from the funds raised.

Apart from the trawlers and fishing vessels, other attractions include HMS

Brereton, a fishery protection vessel, and *Admiral Collingwood*, the Wellington nautical school training vessel; free film shows will be shown in the Royal Hove cinema; action displays by RAF search and rescue helicopter; HM Coastguard basket and net braiding, and a possible fire-fighting demonstration.

Displays on Grimsby's North Wall will include Royal Navy Bradley Royal Anglian Regiment, Royal Coastguard, a show by the Royal Marine and many other stands.



Hydraulic or belt drive. Standard drum capacity 120 fathoms of 1½ in. wire. Larger capacity drums made to order. Suitable for boats 25ft. upwards.

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July 21, 1978

July 21, 1978

FISHING NEWS

'ALL EUROPE WILL BE IN THE CLYDE'

MINISTER John Silkin's action in leaving the Clyde estuary out of Britain's unilateral herring fishing ban off Scotland's west coast has alarmed local MP John Corrie.

He sees dangers of fishermen coming from all parts—even foreigners—to the only area where the fish can legally be caught.

The matter became the focal point of a press conference called at Westminster by the European Parliament office in London to allow journalists to question Nils Kofoed, Danish Liberal chairman of the Parliament's agriculture committee, after his talk with representatives of British fishermen.

Mr. Corrie (Conservative, North Ayrshire and Bute) said that large parts of the estuary were outside the British three-mile limit.

"Loving the Clyde estuary open and closing the rest of Scotland means that practically anyone could come into the Clyde estuary," said Mr. Corrie.

He believes that it is in

"My worry is that, if Mr. Silkin goes to the European Council of Ministers on July 24 and says that he has done this, the Council will tell him that he cannot leave the Clyde open on a discriminatory basis—and that if he leaves the estuary open it will have to be for all European boats to come in and fish."

British fishermen's interest in policy there they cannot, he

get agreement in the North Sea, without a Community third countries.

Skipper Jim Aitchison receives his shield from the new herring queen.

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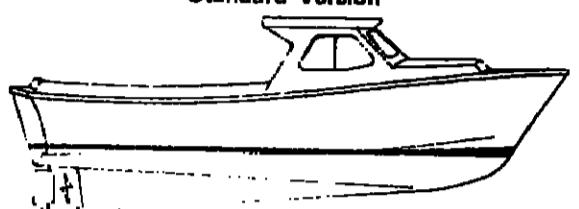
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ROCK CHANNEL RYE SUSSEX
Telephone Rye 3724

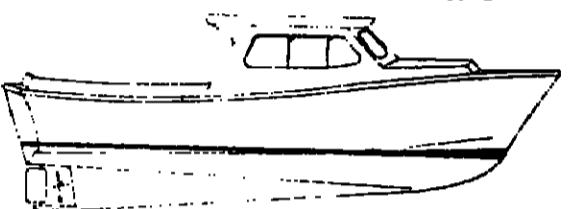
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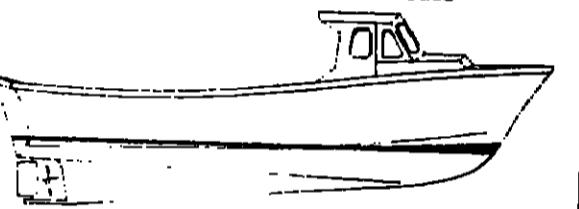
Standard Version



Standard Version — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



Hull design: Robert Tucker, A.R.I.N.A.
ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 8in.

Please state which version interests you and whether you require details of part fitting out or a completed vessel.

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SIR, Whilst agreeing with most points raised by Professor A. Mair in his recent article (Fishing News, June 23), exception is taken to his sweeping and somewhat disturbing statement that "no or only rudimentary occupational health services exist" at the fishing ports which he names.

The East Scottish port of Granton provides an up-to-date medical service, financed by the only company operating from the port, and a little research would have disclosed that the eight points raised by the eminent professor are adequately covered, together with provision of preventive medicine in the form of anti-influenza inoculations.

The major fishing ports with their extensive facilities are not alone in providing the services of: Company medical officer; Company surgery; Trainer examinations; Pre-sea examinations on completion of illness ashore; Electrocardiograph facilities; Inoculations and "On the spot" advice and treatment.

It is considered that the health of our port's fishermen is of paramount importance to the general health and safety in this hazardous occupation.

J. LE POIDEVIN,
B.E.M., A.I.T.O.,
Safety & Training Officer,
William Linton Ltd.,
GRANTON,
Scotland.

CORE CRITICISM IS NOT JUSTIFIED

SIR, I would like to reply to the letter published in Fishing News, May 19, by John E. Peters of Cygnus Workboats on core hulls.

The points I would like to make are:

1. We do not usually as prime importance try and reduce the cost of hulls by incorporating balsa and grain balsa Contourcore. We approach our customers, together with our design engineer, and suggest structures to them which show increased stiffness and strength. In many cases the cost of Contourcore sandwich hulls is more than the customer's present method.

2. Mr. Peters goes on to say that the GRP sandwich structure is only strong as long as the three layers, as he says, are bonded together. Of course if matt or woven roving is not used properly it is just the same as if the Contourcore is not used properly. Also, we do not normally recommend, and 95

per cent of our customers do not, put balsa down on to cured matt.

3. As far as dampness in balsa being a common problem, this is not exactly correct. Our balsa is kiln dried at source in Ecuador and in 95 per cent of cases is used by our customers, and in the last two years we have had no complaint of dampness and it is generally accepted this is not a usual problem, unless of course the balsa is stored in damp conditions. Even then our Contourcore is sealed in shrink wrapped polythene.

4. Mr. Peters further states "once the water is into the balsa heaven knows what problems you can get." Even in the extreme case should the skin be punctured, the water will not migrate across the end grain and the water penetration into the balsa is usually limited to approximately 2 in. around the hole area. Of course if the Contourcore is not bonded properly the water will travel

between the skins, the same as it does if chopped strand matt or woven roving are not bonded together properly.

CHRIS READ,
Regional Sales Manager,
The Balsa Wood Co. Ltd.,
Green Dragon House,
84 High Street,
Croydon, CR9 9XN.

TREVOR SILVERWOOD,
6 Church Walk,
Bridlington.

Perhaps these points in bit too obvious to engage minds of bureaucrats?

IF APPEARANCES

are anything to go by the 42ft. Kent boat *High Society* (above) will give professionally-built craft a run for their money. She is now nearing completion and is the work of owner-builder Robert Holland. The boat has a ferro-cement hull and is equipped with a Gardner 6LXB.

The design of the 42ft. x 16ft. 9in. x 5ft. 9in. draught Rye trawler was first produced in model form by Mr. Holland and the lines were then taken off the model. The basic reinforcing steelwork was carried out by the owner, who called in outside help only for the plastering. She has an excellent finish.

His reason for choosing ferro-cement was simply practicality: no other material would have enabled him to produce such a hull at low cost with so little specialised labour — and so quickly.

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Marine electronic equipment at its bestSEABOURNE ELECTRONICS LIMITED
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HALT EEC TALKS

MORE STOP-GAP measures are the most likely outcome of the next EEC Fisheries Council in Brussels on July 24. The interim regimes for Norway, Sweden, the Faroe Islands and Spain which expire at the end of this month are expected to be extended to the end of September.

But Irish Fisheries Minister, Brian Lenihan, may block this move unless the Council also agrees to release aid worth 55 million units of account (1 UA = 5 Dollars) for fisheries protection and 5 million UA for interim structural measures. Since the deadlock over this issue at the last Fisheries Council in Luxembourg, June 20-21, the Commission has produced

new proposals for the share out. These would give the UK 9,221-tons of cod out of an EEC quota of 13,643-tons and 993-tons of haddock out of an EEC quota of 1,432-tons.

Despite Mr Sillkin's recent goodwill visit to Oslo the Norwegians are unhappy about the UK's unilateral conservation measures, especially those concerning the West of Scotland herring ban and the Norway pout ban.

Norway will feature prominently in the EEC ministers' discussions. Firstly, there is the problem of allocating Community quotas in Norwegian water north of the 62nd parallel among EEC member states. Since the deadlock over this issue at the last Fisheries Council in Luxembourg, June 20-21, the Commission has produced

new proposals for the share out. These would give the UK 9,221-tons of cod out of an EEC quota of 13,643-tons and 993-tons of haddock out of an EEC quota of 1,432-tons.

The move follows news given at last week's meeting that the coastguard look-out at Pendennis Head, Falmouth, is now no longer manned 24 hours a day.

View

It came as a surprise to members who heard it was only operational from 10 am until 10 pm although at the headquarters to the rear, a fully-manned op's room, was working 24 hours.

The latter, however, only had a small view of the approaches to Falmouth and, unlike the look-out post, could not see right round the bay.

Members agreed to list all the look-outs for fishermen and to enquire why they had not been informed of the closures.

ONLY ONE

THE Icelandic trawler *Gylfi* — the only wet fish trawler discharging at Hull on Monday — grossed £27,532. She had 796 kits, of which 38 were haddock and 247 were flatfish.Electric
bait cutter

DO YOU know of any mechanical device available for cutting and slicing bait for feeding lobsters.

■ R. and B. Leeks, Sutcliffe House, Settle, Yorkshire, can supply Norwegian bait cutting machine suitable for your purposes.

It is a compact machine driven by a 1 hp AC or DC motor, designed to be mounted on a standard fish box. It splits and dices large fish; then drops cut bait into the box and tails outside it.

Point to Donna Nook — by F/O Green, 34 Samuel Avenue, Grimsby.

All these officers will be glad to give any help they can to readers and so will F/O Holmes who has recently

Following a recalculation of the West of Scotland mackerel stock, Norway may be given a large share of the extra 7,500 tons available.

The Irish who have no in-

It's all a
matter of
degrees

I RECENTLY heard that a new device for measuring the temperature of sea water had become available in this country and wasted no time in getting particulars of it.

But when I received them my interest flagged. It was a device for taking the temperature of surface water only and I did not think that it would be of much use to commercial fishermen here.

However, a few days ago I happened to read a report about the activities of a Fisheries Trust which had been catching and tagging sharks around the coast of Ireland in its research vessel *Finola*.

It consists of a three digit indicator for mounting in the wheelhouse and a probe which can be mounted either through the hull of a boat or on the transom.

The model designed for use by commercial fishermen indicates temperatures in either Celsius or Fahrenheit to 0.1 of a degree in either scale and updates readings every five seconds.

Further research may reveal that other species of sharks react in a similar way and are more likely to be catchable when the water is above a certain temperature than otherwise.

If that is the case, a device which will constantly indicate the temperature of the water while a boat is underway could be of interest to the not inconsiderable number of readers of *Fishing News* who are concerned with shark fishing in one way or another.

It could conceivably be of interest to catchers of mackerel and other species to be found on or near the surface at times.

It is known that mackerel prefer temperatures of between 12 and 18 deg. C. and it is also known that fish are often to be found close to boundaries between areas of differing water temperature.

The device in question is known as the Dytek Sea Water Temperature Indicator Model 703200 C/F and was originally designed to enable commercial and game

fishermen searching for surface feeding fish off the Atlantic coast of the USA to derive maximum benefit from the isothermic charts published regularly by the US Coast Guard.

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Local crab and lobster fishermen, led by Gary Mountain, secretary of Redcar Fishermen's Society, claim they have been "hoodwinked". Original plans, agreed by the North

Eastern Sea Fisheries Committee and MAFF, had the pipe ending at "High Soft" — near the Saltcarr Bucy — an area hardly used for fishing and where there was little threat to marine life.

"We want a public enquiry into this matter. We will be placing a formal objection with the authority and protesting to the Department of the Environment," said Mr. Mountain.

The main fear of local fishermen is that the toxic

35ft. x 11ft. 3in. x 3ft. 8in. All steel hull, deck & superstructure. Price £1,800.00. Hull only available at £1,500.00 plus £300.00 for position.

SHEET METAL STRUCTURES LTD
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out
post
shock

CORNWALL Sea Fisheries Committee has agreed to compile a list of times that coastguard look-out posts in the south-west are manned.

The move follows news given at last week's meeting that the coastguard look-out at Pendennis Head, Falmouth, is now no longer manned 24 hours a day.

View

It came as a surprise to members who heard it was only operational from 10 am until 10 pm although at the headquarters to the rear, a fully-manned op's room, was working 24 hours.

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Stranger boats
pile into Grimsby

HEAVY landings by Grimsby's small boat fleets were again the backbone of another busy session at the Humber port last week. The final tally again soared past 30,000 kits for the five markets.

So, it was not really surprising that there was an enormous influx of foreign vessels — notably from Denmark and Belgium — because they cannot earn this sort of money on their own markets.

They made a combined £46,178 from 1,463 kits after 14 days. This huge grossing from

some really fine quality large cod and codling was just over £1,500 short of the team's own port earnings record set in May 1977.

None of the port's trawlers came anywhere near these figures, the best effort coming from BUT's distant water ship *Northern Gift* (Sk. Ray Pepper) which was on her final trip for the time being. Her £23,244 was made from 1,192 kits, mostly codstuffs and coley, after a long 23-day trip to the Barents Sea.The only other distant water ship to land during the week, Boston Group's *Prince Philip* (Sk. Eddie Grant), fared even worse. From 23 days on the Norway coast, she ended up well in the red with a modest £23,872 from only 907 kits, again largely codstuffs and coley.The only bather distant water ship to land during the week, Boston Group's *Prince Philip* (Sk. Eddie Grant), fared even worse. From 23 days on the Norway coast, she ended up well in the red with a modest £23,872 from only 907 kits, again largely codstuffs and coley.The only bather distant water ship to land during the week, Boston Group's *Prince Philip* (Sk. Eddie Grant), fared even worse. 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OBITUARY

William Clark

THE FOUNDER of the fishing industry engineering specialists Clark & Co. (Grimsby) Ltd., William George Clark, has died.

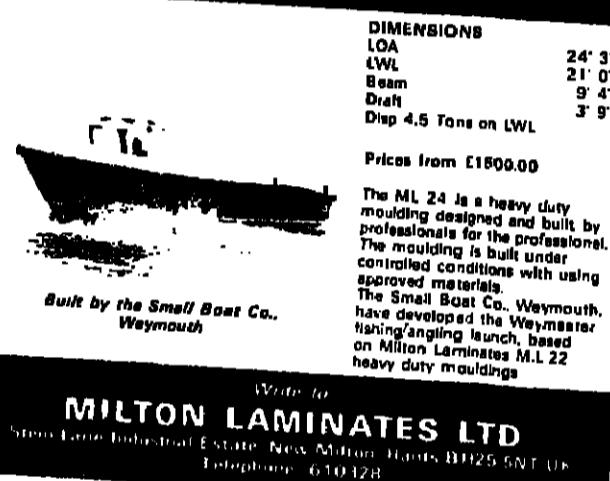
Mr. Clark, who had not been in good health for some time, was 82.

A native of Grimsby, Mr. Clark started as an apprentice blacksmith in the engineering shop of Smethurst's White Star Fishing Co. well over sixty years ago. He spent all his working life, apart from wartime service, on Grimsby fish docks.

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SCOTS SPRATTERS LAND AT HULL

SCOTTISH BOATS have moved in early on the English north-east coast sprat fishing. These vessels have put in 12 landings at Hull for the fish meal factory between July 3 and July 18.

The first of the Scottish spratters to discharge at Hull this month was *Quo Vadis* which, after a turn-out of 108 tonnes on July 3, was back again on July

8 with a further consignment. Other Scottish landings at Hull this month were: *Coronella* 118 tonnes; *Vigilant* 200 tonnes; *Breneline* 119 tonnes; *Heritage* 190 tonnes; *Esholt* 180 tonnes; *Sette* the "liquid" condition of

Marie 68 tonnes, and *Chris Andra* 280 tonnes.

Process

Pathway and *Challenger* were unloading this week.

It is understood that

most of the fish for

factory made them

difficult to handle

process.

The peak time for

Hull fish meal factory

expected to start in

October when the indus-

trial fishing season really

underway.

Heritage hauled in 180 tonnes for meal.

Sette Merla at Hull to land sprats.

Holiday 'frogs' hit the dogs

THE traditional July 14 Bastille Day national holiday in France had repercussions in Grimsby last week when dogfish prices slumped.

The week began well enough with the Bridlington liner *Tradition* (Sk. Dennis Jewitt) averaging over £25 per kit for just less than 100 kits of freshly caught dogs. But, by the time *Tradition* returned 24 hours later on July 12 with a much larger catch, the price had fallen by £10 per kit.

A spokesman for Sam Chapman & Sons, which manages many of the visiting summer dogfish liners, explained the price differential this week.

Skipper Teddy Jones in *Belly* had averaged £18 and came close to breaking the port dogfish liner record with another £4,000 plus grossing on the sliding markets from a very large catch.

Also landing dogs at Grimsby last week were *Alison Jane*, *Pioneer* (KY 85), *Ashville*, *Wayside Flower* and *Wellspring*.

Skinned dogfish are exported there in quantity during the summer, but many of the normal outlets were closed for the July 14 celebrations.

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The writer is John Hutchings of Kingswell, owner of the Darlington crabber *Tenacious*, who claims there have been many incidents involving divers at Start Bay.

He says the problems

divers either interfering with

pots or diving in areas being

worked by poters has reac-

ed "tense proportions".

Unless legislation is in

introduced, he says fisherman

will be forced to take action

themselves.

Mr. Hutchings says the

skin-divers who have lots of

their own catch

shellfish to boost their incomes. They are not registered or controlled by any regulations - yet they catch so much shellfish that they have to hire small boats to take them away.

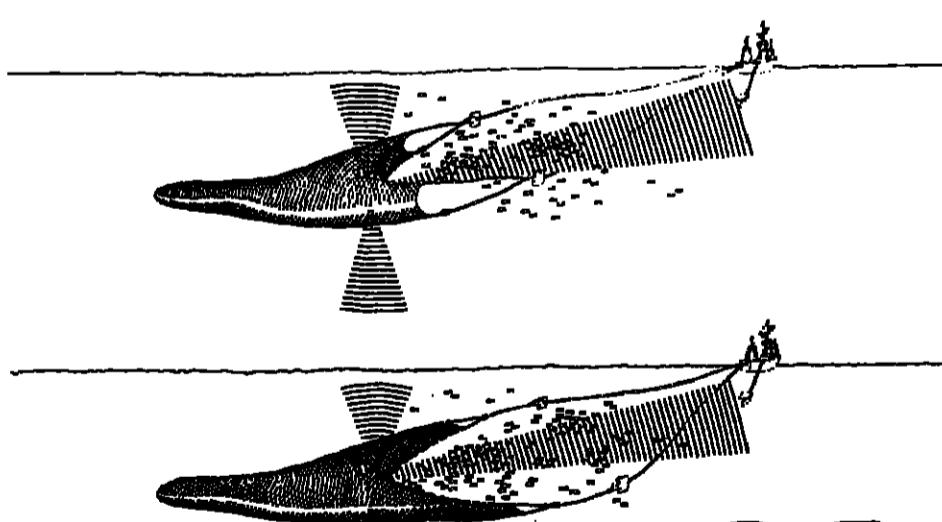
Lorries carry part-timers' catches

For New Building 29 currently under construction for Mr. T. Thomas & Partners of Newlyn, McTay Marine have also chosen Furuno Echo Sounding and Fish Finding equipment.

In addition to Furuno Radar and Sonar installations, the vessel is being fitted with a Furuno FNR-200 Cableless Net Recorder, an FUV-11 Multi-Stylus Dual Frequency Echo Sounder with integrated fish loop, and an additional Furuno FE-502 Marlin II Sounder.

The vessel, which will be used for both trawling and long-lining, is due to go into service this summer.

McTay Marine order Furuno for their New Building 29



The Net Recorder accurately indicates trawl net behaviour during operation, showing the net mouth opening, net location in the water, fish entering the net and water temperature at trawl depths.

Some of the outstanding features are a multi-stylus charting system, multiple detecting ranges, cableless signal transmission, automatic synchronisation, two-way reciprocal soundings, temperature measurements, etc...

Far left: Furuno's FE-502 Mark II Echo Sounder specifically developed for coastal and offshore vessels. And left, the FNR-200 Precision Multi-Stylus Net Recorder. Accurately indicates trawl net behaviour during operation...

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Norway: Furuno Norge A/S, P.O. Box 621, N-8001 Alnabru, Norway, Tel: 01-24855, Telex: 42692 AHG N, Telex: 92229.

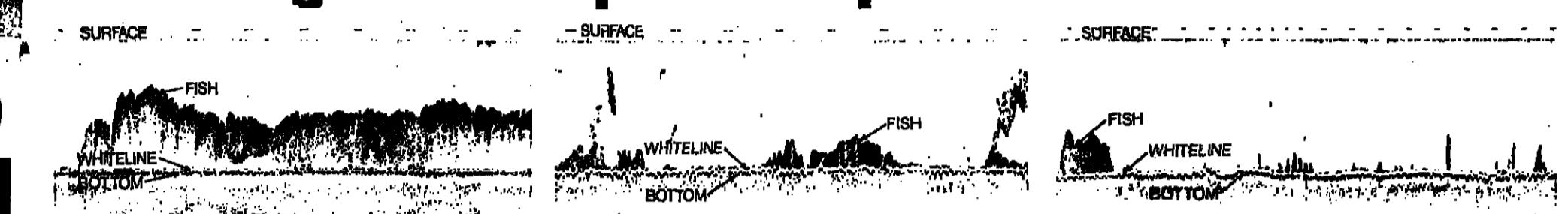
"LATE NEWS" SONAR 'FIRST' FOR REDIFON/FURUNO

Furuno's revolutionary FSS 76B sonar chosen by Donald McAllinden for his purse seiner now building in Norway. This is first fitting of FSS 76B on UK registered vessel, put over 500-trawl net worldwide. Multi-beam FSS 76B gives 180° search with range 0-100 metres up to 0-1400 fms. Furuno radar and FUV-11 Echo Sounder.

FISHING NEWS

let's talk sounders

Skipper Sam McCullough says, 'My new FUV-11 Echo Sounder is working beautifully! See for yourself...



Recordings of mackerel "marks" from MPV Stephens' FUV-11 Echo Sounder operating at a frequency of 200kHz on the 0-50 fathom range... and, below, Redifon's Furuno FUV-11 Multi-Stylus Echo Sounder that makes it all possible!

So many skippers - and their gross earnings - can't be wrong about Furuno!

Fishing News reported earlier this year on Scotland's top seiner. The 80ft *Argonaut IV* netted a colossal gross earnings of £435,072 in her first full year's fishing.

Argonaut IV is fitted with Furuno's FUG-11 50/200kHz Echo Sounder in addition to FRS-48 and FR-160 Radar and skipper/owner David Smith is reported to be delighted with the performance of all the Furuno equipment.

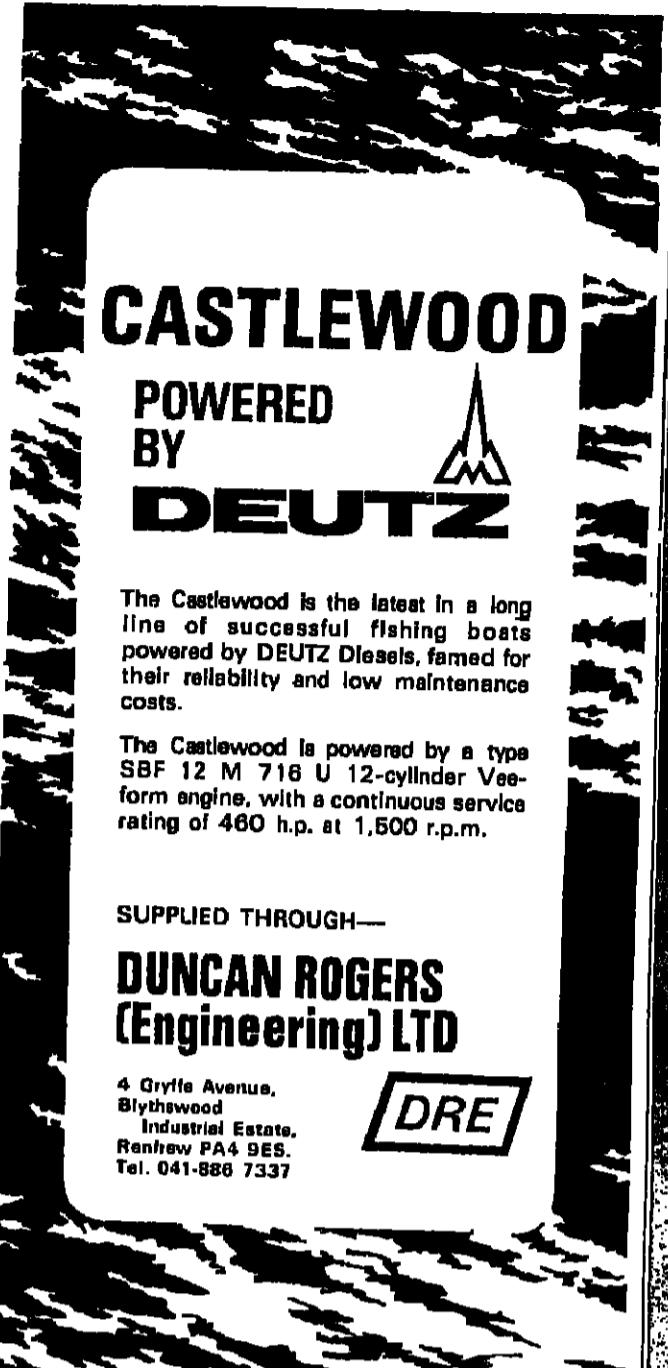
One of the latest vessels to join the Peterhead Fleet from Campbeltown Shipyard is *Challenger II*. Skipper Andrew Strachan also reports good results from his Furuno equipment.

John Mitchell, skipper/owner of the *Dewy Rose* has already told us that this *FE-511 Echo Sounder* and *F-861 Net Recorder* are "the greatest!"

With such compliments it will not come as a surprise to discover that the skippers of all the following vessels also rely on Furuno Echo Sounding and Fish Finding equipment:

"I have obtained excellent results with my Furuno Sounder. Taking everything into consideration, its cost, its compact size and its remarkable performance, I cannot see that it can be improved upon."

Tom Hay



The Castlewood is the latest in a long line of successful fishing boats powered by DEUTZ Diesels, famed for their reliability and low maintenance costs.

The Castlewood is powered by a type SBF 12 M 716 U 12-cylinder Vee-form engine, with a continuous service rating of 460 h.p. at 1,500 r.p.m.

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the Owners of the
M.F.V. "CASTLEWOOD"
on their choice of a

REINTJES

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A NEW 75ft. seiner-trawler named Castlewood has started fishing from Peterhead under Skipper George Skene of Portnockie. She has been built by John Wood Group Shiprepairing Ltd. of Aberdeen.

Part of the John Wood Group (Aberdeen) Ltd., the firm occupies the former premises of the famous trawler builder John Lewis and Sons Ltd. A £2 million modernisation scheme has just been completed which has converted the yard into a modern ship repair and fabrication complex.

Limited facilities for new building have been retained, however, and Castlewood was built while reconstruction of the shipyard was in progress. She is one of two steel vessels being built at the yard for the Don Fishing Co., which is also a Wood Group subsidiary. Skipper Skene and his three brothers are shareholders in Castlewood which will be handled through the Peterhead office of the Don Co.

The vessel has been built as part of the Wood Group's extensive move into inshore fishing in recent years.

More than 40 inshore boats are handled by the group's various subsidiaries in Scottish ports and Castlewood is part of a four-boat building

programme which includes the 75ft. sister-ships Shielwood and Merlewood completed last year by Campbeltown Shipyard for the Aberdeen fleet.

Many main items of equipment aboard Castlewood, including Deutz propulsion engine, Northern Tool and Gear winch, Rapp power block, Fishing Hydraulics rope reels and Elac and Furuno echo sounders, are of

Part of the Wood Groups' move Inshore

the same manufacture as those fitted to Merlewood and Shielwood.

Of round bilge form, Castlewood has a raked stem and transom stern and handled extremely well on her sea trials off Aberdeen.

Her lines are based on those of the seiner-trawlers Hesperus, Vesper and Lorenz which were designed and built by Lewis three years ago for the Macduff fleet.

These three vessels, which are agented by another Wood Group subsidiary, are also powered by Deutz engines,

On the starboard side is a Model 4 LX auxiliary engine unit which gives 62hp at 1,500 rpm.

Power for the Dowty variable delivery hydraulic pump for the winch and for the belt-driven Vickers dou-

Turn to page 12

July 21, 1978

July 21, 1978

FISHING NEWS



Fish-finding aids aboard Castlewood include Furuno echo-sounder and Elac echo sounder and fishfinder.

Peterhead greets latest 75-footer

**SHIELWOOD...
MERLEWOOD and now
CASTLEWOOD!**

—A HAT TRICK FOR THE WOOD GROUP BY

FISHING HYDRAULICS

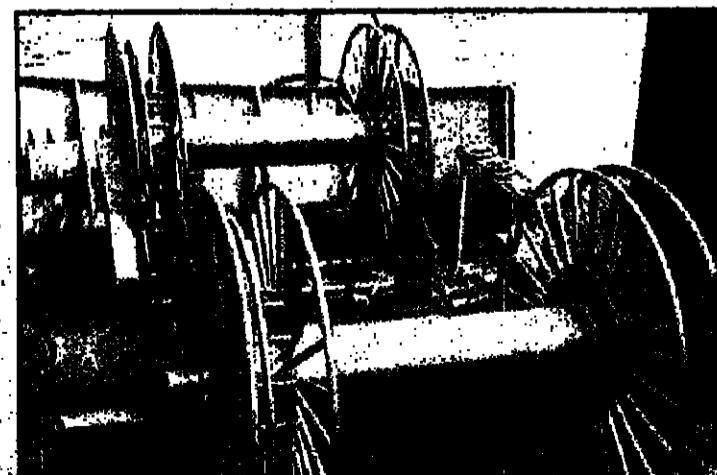


A SISTER-SHIP to Castlewood is seen under construction (above) in the Aberdeen yard of John Wood Group Shiprepairing Ltd. She will be the last of a four-ship building programme for the Don Fishing Co. The first two boats — Shielwood and Merlewood — were built by the Campbeltown Shipyard

Again this notable company has come to us for the same comprehensive package of Hydraulic Deck Machinery . . . we designed the MAIN and AUXILIARY DECK SYSTEMS (the latter can run all the machinery, plus the seine winch for net retrieval) . . . we supplied the HI-AB CRANE, RAPP 24 RA 2300 POWER BLOCK, DISCHARGING WINCH and our own patent ROPE REELS with hydraulic braking controllable from forward or from the wheelhouse . . . and we gave conscientious service whenever it was needed. Our connection with the Wood Group goes back beyond the Shielwood . . . we had the pleasure of supplying Rope Reels for the Helene and the Internos. Congratulations and best wishes to Skipper Skene and his crew.

**FISHING HYDRAULICS
(Scotland) Limited.**

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Tel. (0358) 20717 Telex 78366



CASTLEWOOD

From page ten

forward below the whaleback. A hand operated anchor windlass from Gemmell and Froud Ltd. of Hull is located on the fore end of this engine through a Twin Disc clutch and Fenaflex couplings.

The stern rail leads were made by Black Isle Engineering and are designed for strength and safety.

Wheelhouse, deck shelter, landing derrick and hatch covers are of aluminium.

Another Newton Derby 415 V alternator is powered by direct drive off the after end and a clutched Vickers standard hydraulic pump for the deck machinery is driven off the free end of the alternator.

Fans

Electrically driven equipment in the engineer room includes two Gilbert Gilkes and Gordon bilge and general service pumps, Stuart Turner seawater and fresh water pressure sets, and Nordisk Ventilator ventilation fans.

The main switchboard is by McGeoch and Macphail Ltd. of Glasgow. On deck the Northern Tool and Gear Mostra Mk II seines and trawl winch is installed forward and is driven by a Domatic motor. The trawl drums have been temporarily removed while the vessel is being net fishing.

Fishing Hydraulics of Ellon supplied the two drum system of rope reels, a Rapp 24RA power block hung on a Hiab 650 crane, and the small crane winch.

For standby use, a Beccles rope coiler is fitted well



Above: Fishing Hydraulics supplied the two-drum system of rope reels. Below: Castlewood's stern rail rope lead is from Black Isle Engineering.

Wynstruments Mk3 window wiper, and a Bostrom Viking helmman's chair.

Tenfjord electro-hydraulic steering gear is coupled to the auto pilot.

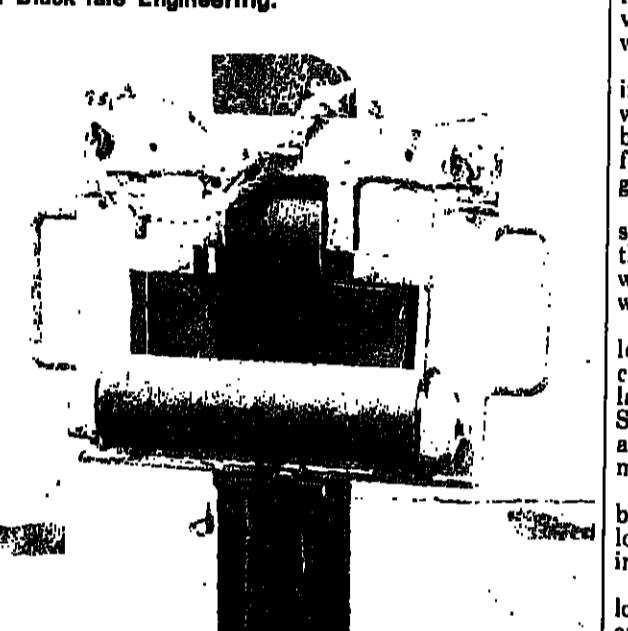
Accommodation in the deckhouse includes messroom, galley, toilet, and shower.

Decca fittings include two Mk 21 Navigators, 350T Track Plotter, 110 Radar, and 450 Automatic Pilot. The Furuno F850/A Echosounder, Adscope fishscope and FRS24 Radar are supplied by Redifon.

Receiver

Units from Woodsone comprise: Elac LAZ72 Echograph with LAZ82 Fishfinder; "Sailor" T126 R105 radio telephone and RT144B vhf Radio telephone; Mermaid 23 watch receiver and Woodsone Talk-Back system.

Other equipment in the wheelhouse includes Morse engine and winch controls, the bilge level warning system from Tecaid Electronics.



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Billingsgate

BETTER late than never — the grilse have arrived. And late they were — almost a month.

It would be interesting to know what factors control their return? Migrations of salmon are said to depend on tidal drift, with the fish making no conscious effort to guide their own path.

If that is so, what variations in that drift bring grilse back year early? Why are some selected for early parenthood and others not?

We do know that fish are very sensitive to water temperature and that competing species, such as herring and pilchards, are kept apart by small variations in their preferences for particular water temperatures. Could it be that last winter's heavy snowfalls, plus this year's cold spring and miserable summer, have meant that the thawing of the snow on the mountains has been delayed; the cold melt water keeping down the temperature of the rivers for much longer than would be in a more temperate year.

Grilse waiting to run up the river have, no doubt, the ability to detect the river water both in its lack of salt and probably in its temperature, too. They may then have been reluctant to leave the comparative warmth of the sea to start their spawning run.

If this is the case, it should be possible to record the river water temperatures and compare them with the numbers of fish entering the river. From this data we might be able to predict the start of the grilse run when a certain temperature had been reached. To be able to do this would be of great financial benefit to those engaged in the salmon trade — particularly if they could get the information secretly!

What a picture this conjures up. There is Johnnie Ringshaw of Grant and May Ltd. Trousers rolled up, boots slung round his neck, wading out into mid-stream at dead of night with thermometer in hand. No doubt, knowing Billingsgate, his progress would be carefully, if covertly, observed from upstream by Johnnie Newnes, concealed in his own smoke screen of Gold Block. Down-stream there would be John Stone of Bennett's, whose stalking horse would be an old English sheepdog. Yes — it could make an excellent short story with them all getting apprehended for suspected poaching by Chief Inspector Wetkin!

To be more serious, the grilse are here; we are glad to see them; they look beautiful, they smell beautiful and they taste even better than that.

July 21, 1978

Week with the fleet

DR. ERIC EDWARDS, a Fisheries Ministry scientific officer, gave an illustrated lecture on shellfish to over 40 Guernsey fishermen last week.

Afterwards, the scientists had an hour-long barrage of questions on shellfish biology, fishing gear and the management of shellfish stocks.

The lecture was arranged by the States of Guernsey Fisheries Committee. In a vote of thanks their president, Councillor A. F. S. Mackay, thanked Dr. Edwards for his interesting talk and for visiting the island to visit with local fishermen.

During his eight-day stay in Guernsey, Dr. Edwards went to sea with five shellfish boats and examined catches from the island's inshore grounds.

Guernsey fishermen specialise in spider crabs and the annual catch, most of which is exported, is worth well over £250,000.

Other shellfish such as lobsters, "chancres", crab, crayfish and scallops are landed around the island. Shellfish exports each year are grossly unfair to the UK that they are hardly worth commenting on.

The UK industry does not begin to accept a reference period as short as 1973-1976.

Quota allocation on a historical basis has always

referred to a long reference period — usually ten years.

July 21, 1978

IN THIS final part of a paper written by Aberdeen trawler chief, IAN WOOD, he explains why the proposed quota share-out by the EEC falls far short of reflecting Britain's contribution to the fish stocks. A strong case is made for coastal state preference. Fish should not be treated differently from any of the other resources belonging to individual states.

BECAUSE OF the total failure of the Community to put forward anything like acceptable proposals covering the very basic points of contribution to the stocks and conservation, the UK industry has made little public comment on the actual quotas proposed. This is firstly because it believes details can only be discussed after the basic principles have been agreed and, secondly, because the quota proposals submitted so far appear to be so grossly unfair to the UK that they are hardly worth commenting on.

This figure included an allocation of 1,000,000 tons of horse mackerel, a species which it did not allocate to any other member country (presumably in an attempt to cosmetically inflate the UK's figure).

For valid comparison purposes, the UK's total is 939,700 tons (a drop of 10 per cent on its 1976 catch against the Commission's claim of no reduction) and this represents an allocation of 21.9 per cent of the overall catch available to the Community.

This compares with the UK's 1973/1976 reference period proportion of 22.7 per cent of the overall Community catch and much more relevantly compares with the UK's 27.4 per cent of the very much more valid 1966-1976 reference period. How on earth can the Commission claim these figures are fair?

They are meant to have incorporated a preference for North Britain, a fair compensation for loss of long distance grounds, but, in fact, come up with a figure which actually gives the UK a reduction on its historic proportion of the Community catch.

More significantly, however, if we look at the demersal species which has been the main basis of the UK's catch over many years, the UK is asked to bear a reduction of 32 per cent on its historical demersal catch against the unfair 1973/1976 reference period, compared with only a reduction of 17.7 per cent for the rest of the Community. Stated alternatively, the UK is now only being allocated 31 per cent of the Community demersal catch against even the unfair reference period share of 34 per cent.

The result was that the irresponsible gained at the expense of the responsible, an injustice which is perpetuated by the Commission's use of the 1976 NEAFC key.

The Commission's chosen reference period shows the UK's historical proportion of the Community catch as only 22.7 per cent when, in fact, the much more valid and normally accepted reference period of 10 years from 1966 to 1976 shows the UK's historic proportion of the Community catch as 27.4 per cent.

In addition, of course, whereas two years ago the Commission were clearly saying that human consumption species caught as a by-catch of industrial fishing should be disqualified from historical catches in the calculation of quotas, no attempt has been made to incorporate this mechanism into the quota treatment. Thus, what was very clearly the misuse of industrial fishing nets, which I referred to in my comments on conservation (Part 1), has not only benefited certain nations with inflated catches at the time but, in fact, is additionally rewarding these nations now with inflated historical catches to produce higher quota allocations.

July 21, 1978

TOWARDS A COMMON FISHERIES POLICY PART 2: Quotas

ly changed. In addition, the Treaty of Rome clearly recognises that the Community must accept change to take account of the vital national interests of any of its members and must respond to particular needs of these members.

This mechanism has been used in the past by a number of member states (in some cases more than one) who on occasions have defied the apparent legal basis of the Community to safeguard one of their vital national interests and, in so doing, have not only set a precedent, but have clearly underlined the fact that the Community is, of course, a political framework and not a legal framework. The UK now sees the fishing problem in this light and as a test of the real credibility of the Community.

Over the past few years, the UK fishing industry has undergone an enforced painful contraction. In the discussions with our colleagues in other member countries, we are always amazed at the indignity with which they proclaim that they cannot see their way to accepting certain proposals because it will mean cutbacks in their fleets.

Suffered

They appear to totally fail to appreciate that the UK has already suffered a very substantial reduction in her fleet. It is interesting to look at the statistics on fleet sizes in comparison between 1973 and 1976. In that period of time the UK has undergone a significant net reduction in fleet size, whereas Denmark has increased by more than 50 per cent, Holland by about 30 per cent and France also shows a net increase. Only West Germany shows any substantial reduction similar to that suffered by the UK.

So, faced with the mass of evidence and facts in support of the UK's position, what is the case of the Commission and the other Community members? Basically, it comes back to their only possible point of support — the wording of the Treaty of Accession.

I have already made reference to the UK Government's indication that they were apparently prepared to accept a quota of 45 per cent which represents only about 70 per cent of our contribution to the stocks, but by far the most significant (and to the UK industry completely unacceptable) departure from the UK's extremely justifiable starting position was their willingness to be prepared to discuss the concept of "dominant preference" instead of the existing "preference over third countries" in the exploitation of the Community's stocks.

We are prepared to accept that there must be some sharing out of the fish stocks in our national economic zone to other Community members.

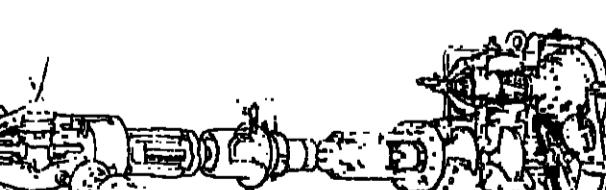
In particular, we accept the principle that other Community members should have preference over third countries in the exploitation of these stocks and we also

have already made the point that the whole premise on which the Treaty was based — a world fishing limit of 12 miles — has total

Continued on page 14

A tidy sum! —

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